

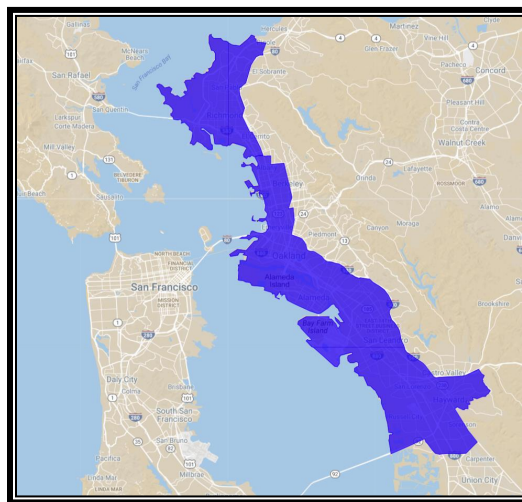


Bay Area Air Quality Management District

Application Guidance for the

West Oakland Zero-Emission Grant Program

Grant funding to help accelerate the adoption of new zero-emission vehicles and equipment operating in West Oakland and the surrounding areas



Funding for this program is provided by a grant from the Reformulated Gasoline (RFG) Settlement Fund. Created as a result of an antitrust class action, the purpose of the RFG Fund is to achieve clean air and fuel efficiency benefits for California consumers.

www.baaqmd.gov/WestOaklandZEV

Applications must be received by 4 PM, July 31, 2018.

Bay Area Air Quality Management District
375 Beale Street, Suite 600
San Francisco, CA 94105

Issued June 15, 2018

**Please read this guidance document completely before filling out an application; incomplete applications will be rejected.
The Air District reserves the right to modify this solicitation at its sole discretion.**

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Background Information

BAY AREA AIR QUALITY MANAGEMENT DISTRICT (AIR DISTRICT)

The Bay Area Air Quality Management District (Air District) is the public agency entrusted with regulating stationary sources of air pollution in the nine counties that surround San Francisco Bay: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, southwestern Solano, and southern Sonoma counties.

The California Legislature created the Air District in 1955 as the first regional air pollution control agency in the country, recognizing that air pollution transcends political boundaries. The nine counties of the Bay Area form a regional air basin, sharing common geographical features and weather patterns, and therefore similar air pollution burdens, which cannot be addressed by counties acting on their own.

The Air District employs a portfolio strategy to reduce air pollution through regulations, enforcement, outreach, and incentives. In 2018, over \$100 million in grant funding will be awarded to support projects that improve air quality in the Bay Area, with most of this funding being prioritized for projects in communities that experience disproportionately higher concentrations of air pollution.

BAY AREA CLEAN AIR FOUNDATION (BACAF)

The Bay Area Clean Air Foundation (BACAF) was established by the Air District's Board of Directors as a nonprofit public benefit corporation in September 2008. The purpose of the BACAF is to provide financial, administrative, and programmatic support to the Air District. As part of its charter, the BACAF serves to fund air pollutant emissions reduction efforts, including educational and service programs and other projects, to support the mission of the Air District.

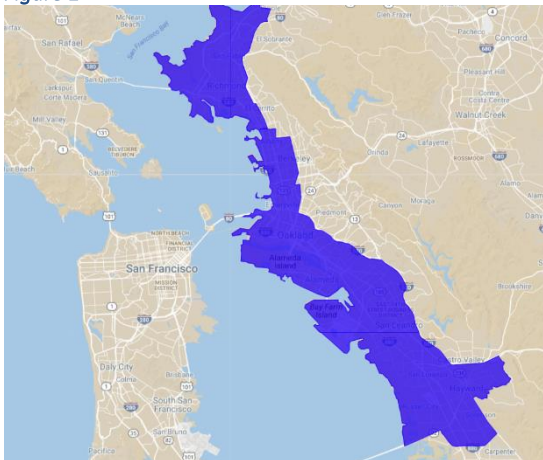
REFORMULATED GASOLINE (RFG) SETTLEMENT FUND

The Reformulated Gasoline Settlement Fund was created as a result of a judgment issued in Reformulated Gasoline (RFG) Antitrust and Patent Litigation, MDL Case No. 05-1761 CAS (VBKx) (U.S. District Court Central District of California) to provide grants to achieve clean air and fuel efficiency benefits for California consumers.

On September 25, 2017, the U.S. District Court approved a grant in an amount not to exceed \$1,300,000 under the Open Grants Program whereby the BACAF, contracting with the Air District, will provide financial incentives to support the adoption of zero and near-zero equipment and vehicles in and near the Port of Oakland; collect data to measure environmental, economic and operating benefits of grant-funded equipment and vehicles; publish a White Paper describing the program, benefits, and lessons learned; and disseminate the White Paper to local governments, air districts and other entities with an interest in implementing similar programs.

Program Overview

Figure 1



While overall air pollution continues to decrease in the Bay Area, communities located near high pollution sources, such as freeways, busy distribution centers, and large industrial facilities, experience relatively higher levels of pollution.

To complement the Air District's efforts to improve air quality and protect public health, the Air District's West Oakland Zero-Emission Grant Program (Program) will award up to \$800,000 in funding to help pay for a portion of the cost of new on- and off-road zero-emission vehicles, infrastructure, and mobile and stationary equipment that will be operated and installed in and around West Oakland and adjacent Air District designated [Community Air Risk Evaluation \(CARE\)](#) areas of Richmond and Western Alameda County. These communities experience disproportionately higher air pollution impacts, especially from diesel

particulate matter emitted from vehicles and equipment that operate in and around the Port of Oakland (Port) and from traffic traveling along the adjacent freeways. Figure 1 shows the Eligible Areas, which are further described in Appendix A: Map of Eligible Areas. *Other programs may be available for applicants who are interested in projects outside of these areas; some examples are listed under Additional Funding Opportunities below.*

The Air District will evaluate and rank applications received by the deadline and issue awards to the highest ranked eligible and cost-effective projects. Projects that operate primarily in the Port (both Oakland International Airport and the Oakland Seaport), former Oakland Army Base and West Oakland, and those that also propose to scrap (destroy) and replace existing polluting vehicles and equipment with new zero-emission vehicles and equipment may be ranked higher. Ranked projects that are not selected for award may be placed on a contingency list in case additional funding becomes available. Applicants who are selected for award must commit to operate funded vehicles and equipment in the Eligible Areas for a minimum of five years.

Please read this guidance document completely before submitting an application; incomplete applications will be rejected. The Air District reserves the right to modify this solicitation at its sole discretion.

Pre-Application Webinar and Webinar Schedule

Applicants are strongly encouraged to attend a pre-application webinar before submitting an application.

Please note that registration is required to participate in a webinar, and early registration is encouraged as **each webinar will be held online and is limited to 100 attendees**. The webinars will cover program requirements, application process, evaluation criteria, and grantee/project sponsor's administrative requirements. The following webinars have been scheduled:

- June 26, 2018 from 2PM to 3PM PDT ([register](#))
- July 12, 2018 from 10AM to 11AM PDT ([register](#))
- July 24, 2018 from 2PM to 3PM PDT ([register](#))

Based on demand, additional webinars may be scheduled in the future. Information on the webinars will be posted to the Program's Website (www.baaqmd.gov/WestOaklandZEV), and interested parties are encouraged to sign up for the Air District's emailing list at <http://www.surveymonkey.com/r/tfcaemails> or check the Program's website regularly for updates.

Key Program Requirements

Projects must meet all program requirements contained in the document. The key program requirements are listed below.

BASIC ELIGIBILITY REQUIREMENTS

- **Projects must be located or operate in the Eligible Areas.** Eligible Areas are shaded in blue in Figure 1 above in the Program Overview section and in Appendix A: Map of Eligible Areas. Applicants may request funds for vehicles that travel and operate outside of the Eligible Areas; however, only the portion of the operation and usage that occur within the Eligible Areas will be used to determine the air quality benefit and the maximum funding amount.
- **Projects must not start before the full execution of the funding agreement:** Program funding is not retroactive, and any vehicles or equipment that are ordered, purchased, or installed before a Notice to Proceed is issued AND Funding Agreement has been fully executed by both the Air District and the Project Sponsor are not eligible.
- **Projects must be ready:** Project Sponsors must place orders for all vehicles and equipment by January 15, 2019 and place them into service by November 1, 2019.

- **Projects must be voluntary and surplus:** Vehicles or equipment are not eligible if they are required to be purchased or installed by a regulation, local ordinance, or other legal obligations (e.g., legal settlement, condition of lease agreement or use permit).
- **Projects must reduce fuel (diesel, gasoline, propane, natural gas, or any other type of petroleum fuel) consumption:** Only the fuel consumption reduced while the vehicle or equipment is operating in the Eligible Areas will be evaluated.
- **Vehicles and equipment must be new and zero-emission, i.e., do not use diesel, gasoline, propane, natural gas, or any other type of petroleum fuel.** Used vehicles and equipment are not eligible for funding.
 - Vehicles must be certified by the California Air Resources Board as zero-emission.
 - Equipment must not consume hydrocarbon fuel and must not produce any toxic or criteria exhaust emissions.
- **Eligible applicants must be the legal owner of the vehicles or equipment.** For company-owned equipment, applicants may be the staff person or company official authorized to sign legal documents or incur financial obligations for the organization.
- **Eligible applicants must be in “good standing” with the Air District:** “Good standing” means that the applicant is in compliance with all Air District, State, and Federal air quality regulations. Applicants who are in compliance with those laws, rules and regulations, but who have pending litigation or who have unpaid civil penalties owed to the Air District, may be eligible for funding, following a review and approval by the Air District. Additionally, applicants who were previously awarded an Air District grant must be in compliance with all contractual obligations of that grant and must not have failed a fiscal audit in the past five years.

ELIGIBLE NEW VEHICLES AND EQUIPMENT

The following is a list of eligible new vehicles and equipment:

- Battery electric and hydrogen fuel cell vehicles, including passenger cars, buses, medium- and heavy-duty trucks;
- Fully electric lawn & garden equipment;
- Zero-emission Transportation Refrigeration Units (TRUs);
- Battery electric and hydrogen fuel cell cargo handling equipment; and
- Electric vehicle charging stations and hydrogen fueling stations.

Other types of zero-emission vehicles and equipment may also be eligible if they can meet all program and application requirements.

ADDITIONAL REQUIREMENTS FOR PROJECTS SEEKING TO SCRAP EXISTING VEHICLES AND EQUIPMENT

Applicants that propose to replace existing polluting vehicles and equipment with new zero-emission vehicles and equipment may be ranked higher if their project is more effective in reducing air pollution. If an applicant chooses the “replacement” option and their project is selected for award, they must scrap (destroy) the old existing vehicles or equipment within 60 days of placing the new vehicles or equipment into service. A hole must be put in the engine block with a diameter of at least three inches at the narrowest point. The hole must be irregularly shaped (i.e., no symmetrical squares or circles). A section of the oil pan flange must be removed as part of the hole or have a line cut through it that connects to the hole. The vehicles or equipment being scrapped must also meet all of the applicable requirements below.

For equipment only:

- The applicant must currently own and must have owned and operated the equipment for a minimum of 24 months; applicants must submit documentation to show ownership, equipment operation history and usage (e.g. logbooks, maintenance records, tax records, etc.).
- At least 51 percent of total usage within the previous 24 months must have been in the Eligible Areas.

For vehicles only:

- The applicant must currently be the sole owner of the existing vehicle, documented through a copy of the existing vehicle title.
- The applicant must have owned and operated the vehicle for the previous 24 months.
- At least 51 percent of total usage or miles travelled within the previous 24 months must have been in the Eligible Areas.
- The vehicle must be in operational or roadworthy condition, as determined through a CHP Biennial Inspection of Terminals (BIT) or equivalent Air District-approved inspection. If the Air District does not conduct a pre-inspection, the following methods may be used:
 - The vehicle owner may submit a completed CHP 90-Day Safety Inspection Form documenting an inspection that occurred within 90 days of the application date; or
 - An Air District-approved contractor may conduct the inspection of the old vehicle or equipment.

KEY PROJECT SPONSOR OBLIGATIONS

Project Sponsors must agree to and do all the following:

- Be able to pay for all project costs up-front as program funding is paid on a reimbursement basis after all costs have been incurred and payment has been made by the Project Sponsor to manufacturer/dealer;
- Be able to provide match funding to cover all costs in excess of the grant amount;
- Sign (Execute) the Funding Agreement and return to the Air District within 60 days of receiving it;
- Place orders for all approved vehicles and equipment by January 15, 2019 and submit a copy of the Purchase Order, or other evidence to the Air District that the order has been placed;
- Purchase, install, and place into service all approved vehicles and equipment by November 1, 2019;
- Obtain all necessary applicable permits, approvals, and certifications to operate and/or install the vehicles and equipment;
- Obtain and maintain liability and any other necessary applicable insurance for the duration of the operation phase;
- Operate and maintain each funded equipment or vehicle in good working order for a minimum period of five years (Operation Phase) and ensure that the project achieves its usage requirement;
- Submit the following reports and data to the Air District:
 - Progress Report every 6 months during the Implementation (purchase and installation) Phase;
 - An expenditure report and request for reimbursement of up to 85% of grant funds after all equipment or vehicles are placed into service; and
 - Operational Reports every month during the Operation Phase for the first six months, then annually thereafter, detailing usage of the funded vehicles and equipment.
- Acknowledge the Air District and the RFG Settlement Fund as a funding source by affixing the Air District logo on the vehicles and equipment and including an acknowledgement in any printed and electronic materials describing the project, such as brochures, handbooks, announcements, newsletters and news releases. The acknowledgement should include both the Air District logo and the following text: *"The project was made possible by a grant from the Reformulated Gasoline Settlement Fund. Created as a result of an antitrust class action, the purpose of the Fund is to achieve clean air and fuel efficiency benefits for California consumers."* Air District logos will be provided to the Project Sponsor; and
- Allow Air District staff and its authorized representatives to inspect the project and conduct financial audits, including all records relating to project performance and expenses incurred.

Project Funding and Eligible Costs

MAXIMUM AND MINIMUM AWARD AMOUNTS AND MATCH FUNDING

- **Minimum award amount: \$25,000.** Projects must qualify for at least \$25,000 in Program funding. Project Sponsors who modify their project's scope of work post-award such that their award is reduced to below this threshold will have their entire award cancelled.
- **Maximum award amount: \$800,000.** Applicants may submit multiple applications; however, no one applicant may request more than \$800,000 total in Program funding.
- **Match Funding:** Applicants may request up to 50% of the total Eligible Project Costs (see below). Applicants are responsible for providing match funding to cover all remaining costs. The Project Sponsor is responsible for assuring that their acceptance of Program funds and any match funding used for their project does not conflict with federal, state, local, or other requirements. Project Sponsors are also responsible for ensuring that their funding sources allow the use of matching with Program funds.

REIMBURSEMENT PROCESS

Award funding will be paid on a reimbursement basis to Project Sponsors in two installments. Reimbursement requests typically take the Air District 30 to 60 days to process.

- Up to 85% of the award amount may be requested after the vehicles and equipment are purchased and placed into service and the Air District has completed the inspection;
- The remaining 15% of the award may be requested after the vehicles and equipment have completed six months of operation and the project has met at least 10% of the usage requirement.

ELIGIBLE PROJECT COSTS

Program funds may only be used to reimburse the costs of items listed below:

- Vehicles and equipment, including tax and delivery costs;
- Installation costs, including labor and materials (e.g., trenching, wiring, signage, and conduit) for applicable equipment.

INELIGIBLE COSTS

Program funds may not be used to reimburse for any of the following costs:

- Planning and consultant fees;
- Maintenance, repairs, and operations, such as cost of fuel (hydrogen or electricity) and network fees;
- Administrative costs, including, but not limited to, audits, accounting for Program funds and fulfilling contractual obligations, such as reporting and record-keeping requirements specified in the Funding Agreement.

ADDITIONAL FUNDING OPPORTUNITIES

Below is a list of grant funding sources that provide funding for similar types of projects that can be implemented in the Bay Area. In some cases, these funds may be used as match for this Program and Project Sponsors are responsible for assuring that their acceptance of Program funds and any match funding used for their project does not conflict with federal, state, local, or other requirements. Project Sponsors are also responsible for ensuring that their funding sources allow the use of matching with Program funds.

- **Carl Moyer Program** provides vouchers or grants for public or private fleets to replace trucks and buses, repower engines, convert power (fuel) systems, and install battery-charging or fuel infrastructure for on-road equipment. Projects incorporating Carl Moyer Program funding may be subject to fiscal audits. More information about the Carl Moyer Program is available at <http://www.baaqmd.gov/grant-funding/funding-sources/carl-moyer-program>.

- **Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP)** is created to help speed the early market introduction of clean, low-carbon hybrid and zero-emission trucks and buses. HVIP provides vouchers for purchasers and lessees of hybrid and zero-emission trucks and buses on a first-come, first-served basis. In addition, HVIP provides increased incentives for zero-emission trucks and buses located in disadvantaged communities. More information about the HVIP is available at <https://www.californiahvip.org/>.
- **Transportation Fund for Clean Air (TFCA)** provides funding to eligible entities for the implementation of Clean Air Vehicle and Trip Reduction projects that reduce emissions from on-road motor vehicles in the Bay Area. **TFCA funding is available as match funding to applicants of this Program who propose projects that deploy new on-road zero-emission vehicles.** Examples of eligible on-road vehicles include motorcycles, passenger cars/SUVs, light-, medium-, and heavy-duty trucks, transit and school buses. TFCA funding cannot be used for any other types of vehicles or equipment that may be eligible under this grant program, such as off-road vehicles and stationary equipment, cargo handling equipment and diesel generators. **Applicants interested in TFCA funding are encouraged to contact us at grants@baaqmd.gov.**

The Air District may release additional grant programs to accelerate the adoption of zero-emission technologies in the future. Interested parties are encouraged to periodically check our website at www.baaqmd.gov/grants and sign up for email notifications at <http://www.surveymonkey.com/r/tfcaemails> to receive alerts if and when these opportunities become available.

Program Process and Timeline

APPLICATION PROCESS

Applicants must submit an application online and by mail, which must be received by the **July 31, 2018** deadline. Before submitting an application, applicants must review the application materials and are encouraged to attend a pre-application webinar. The online application is available on the Program website at www.baaqmd.gov/WestOaklandZEV.

The following documents and information must be submitted with the [online application](#) and by mail:

1. A Project Description.
 - a. Applicants must complete the application to indicate the type and quantity of vehicles and/or equipment being purchased or replaced, describe where, how, and how much (in terms of miles travelled or hours operating) the new vehicles or equipment will be used, and list the percent of miles driven or time operating in the Eligible Areas for each new vehicle or piece of equipment.
2. Applicable vehicle/equipment information.
 - a. **For the new, zero-emission vehicles or equipment being purchased:**
 - i. Specifications, including engine/vehicle model year, horsepower or kilowatt, gross vehicle weight rating (GVWR);
 - ii. Planned use/operation of the new vehicles or equipment (mileage, hours of operation) including route maps for vehicles operating in a fixed-route service, and percentage in each of the Eligible Areas;
 - iii. Fuel consumption data for comparable petroleum- or natural gas-fueled vehicles or equipment.
 - b. **Additionally, for projects scrapping and replacing old vehicles, documentation for the vehicles being scrapped, including:**
 - i. Specifications, including vehicle model year, horsepower, gross vehicle weight rating (GVWR), and a copy of the Executive Order for the engine (see: <https://www.arb.ca.gov/msprog/onroad/cert/cert.php>);
 - ii. Odometer readings, annual vehicle miles travelled and hours of operation for the previous 24 months or fuel consumption logs;

- iii. Documentation of California DMV title/registration:
 - The title must show no active lienholders;
 - If the existing vehicle title is not available, then all three of the following must be used as alternative documentation until a duplicate title is received from the California DMV: 1) a copy of the current and valid vehicle registration, 2) a copy of the DMV Vehicle Registration Record (printout), and 3) a copy of the DMV receipt for duplicate title request. A copy of the duplicate title must be received by the Air District before contract execution.
 - If the title does not show sole ownership for the previous 24 months, the applicant must be listed as one of the owners or shown as a registered owner on registration documentation for the previous 24 months.
- iv. Documentation showing the vehicles are in operational or roadworthy condition such as CHP Biennial Inspection of Terminals (BIT) documentation or a request for an Air District pre-inspection.
- c. **Additionally, for projects scrapping and replacing old equipment, documentation for the equipment being scrapped, including:**
 - i. Specifications, including engine model year, horsepower, and a copy of the Executive Order for the engine if available (see: <https://www.arb.ca.gov/msprog/onroad/cert/cert.php>);
 - ii. Documentation as proof of ownership;
 - iii. Operational logs, maintenance record, or fuel consumption logs.
3. Budget and funding information
 - a. A budget, including a line-item estimate for each vehicle or piece of equipment with delivery date. A cost quote from a dealer or vendor must be provided for each piece of equipment/vehicle. The dealer quote must also show the date by when delivery can be provided.
 - b. The amount of funding being requested and whether the applicant is willing to accept a lower award.
 - c. The amount and source(s) of match funds and documentation confirming that match funds have been secured.
4. A Timeline or Schedule for the Project
5. Evidence of Authority to Implement the Project:
 - a) a signed letter of commitment from the applicant's representative with authority (e.g., Chief Executive or Financial Officer, Executive Director, or City Manager); or
 - b) a signed resolution from the governing body (e.g., City Council, Board of Supervisors, or Board of Directors).

Applicants are also required to mail in a copy of the above items and a W-9 Form. Please mail these items to:

Bay Area Air Quality Management District,
ATTN: SID/West Oakland Zero-Emission Grant Program
375 Beale Street, Suite 600
San Francisco, CA 94105.

EVALUATION AND AWARD PROCESS

The Air District will review all applications that are received by the deadline, rank projects according to cost-effectiveness, and recommend Program funding awards to the highest ranked projects.

The Air District will review and use the information provided in the applications to calculate the reductions in fuel consumption and air pollution that can be achieved by each project. Projects will be ranked based on their cost-effectiveness, and the most cost-effective projects will be recommended for award. The cost-effectiveness of a project represents its effectiveness at using the Program funds to reduce fuel consumption and air pollution in the Eligible Areas

and is equal to the amount of Program funding requested divided by the amount of reductions in fuel consumption and air pollution that can be achieved by a project. Projects that request fewer Program funds for each gallon of fuel and ton of air pollutant emissions reduced are more cost-effective and will be ranked higher. In addition, projects that operate primarily in the Port (both Oakland International Airport and the Oakland Seaport), former Oakland Army Base and West Oakland, and those that also propose to scrap (destroy) and replace existing polluting vehicles and equipment with new zero-emission vehicles and equipment may be ranked higher.

Projects that are selected for award will be required to use and operate the new, zero-emission vehicles and equipment in the manner and amount that was described in the application to meet the usage requirement in order to achieve the calculated fuel saving and air quality benefits. Failure to do so may result in the Project Sponsor having to return funds to the Air District.

Projects that do not rank high enough to be selected for award may be placed on a contingency list in case additional funding becomes available.

Applicants with projects that are eligible and selected for an award will be issued a **Notice of Proposed Award** and will receive a proposed Funding Agreement for signature. Once the Funding Agreement is fully executed (signed by both the Applicant/Project Sponsor and the Air District), a **Notice to Proceed** will be issued, at which point Project Sponsors may begin work on their approved project. *Applicants who have started any work on their project (e.g., pre-order vehicles) prior to receiving the Notice to Proceed will have their project disqualified and cancelled.*

IMPLEMENTATION PHASE

During this phase, Project Sponsors implement their project by purchasing and installing approved vehicles and equipment, and submitting the required reports to the Air District including evidence that they have placed orders, Progress Reports, and a request for reimbursement.

Project Sponsors must place orders for all approved project vehicles and equipment by **January 15, 2019**. Projects that have not placed an order by this date will be cancelled and funding will be awarded to the next highest ranked project on the contingency list. Project Sponsors must place approved project vehicles and equipment into service by **November 1, 2019**.

The Implementation Phase ends on the date that **ALL** funded vehicles and equipment are placed into service. Project Sponsors may request reimbursement for up to 85% of the award after the vehicles and equipment have been placed into service.

OPERATION PHASE

During this phase, Project Sponsors operate and maintain **ALL** funded vehicles and equipment for a minimum of five years and until the usage requirement is achieved, and submit required Operational Reports to the Air District.

During this phase, Project Sponsors must:

- Maintain required insurance and, for vehicles, the CA DMV registration;
- Submit Operational Reports every month for the first six months of this phase, then annually thereafter, to the Air District. These reports demonstrate that the vehicles and equipment are being used in the manner described in the funding agreement.
- Cooperate with the Air District and its designees on fiscal audits and inspections of the project.

Project Sponsors may request reimbursement for the remaining 15% of the award after the vehicles and equipment have successfully completed six months of operation in the manner described in the funding agreement.

RECORDS RETENTION PHASE

Project Sponsors are required to maintain all Project records in a centralized location for three additional years after the end of the Operation Phase.

PROGRAM TIMELINE

The table below summarizes the key activities and deadlines that will happen during each phase of the Program process.

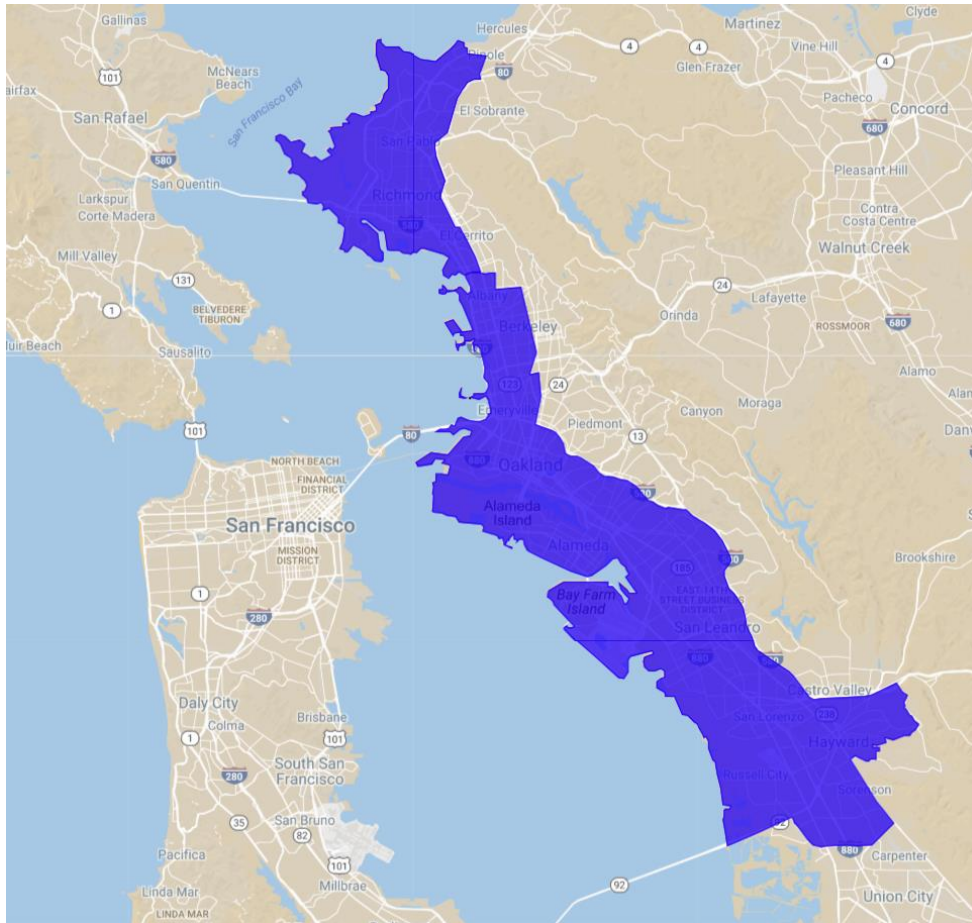
PROGRAM PHASE	DATE	ACTIVITY
Application Phase	June 15, 2018	Solicitation opens; Program Guidance released
	July 31, 2018	Solicitation closes and deadline for the applications to be received by the Air District
Evaluation and Award Phase	By August 31, 2018	Air District completes evaluation of all applications received by the application deadline
	By September 30, 2018	Funding award recommendations are submitted to the Air District's Board of Directors for consideration
	By October 30, 2018	All funding agreements executed
Implementation Phase	January 15, 2019	Deadline for Project Sponsors to place orders for all approved project vehicles and equipment
	April 15 and October 15, 2019	Deadline for Project Sponsors to submit Progress Reports to the Air District
	November 1, 2019	Deadline for Project Sponsors to place all approved project vehicles and equipment into service
Operation Phase	By the 15 th of every month for the first six months of this phase	Project Sponsors submit monthly Operation Reports to the Air District
	After six months of successful operation	Air District releases second installment (15% of award) to Project Sponsors
	Every April 15 after the first six months of the Operation Phase	Project Sponsors submit annual Operation Reports to the Air District
Record Retention Phase	Project Sponsors maintain all Project records in a centralized location for three additional years after the end of the Operation Phase.	

Additional Information and Questions

Responses to questions, program materials, and program updates will be posted on the Program website at:
<http://www.baaqmd.gov/WestOaklandZEV>.

If you have questions, please contact us by email grants@baaqmd.gov or by mail to 375 Beale Street, Suite 600, San Francisco, CA 94105.

Eligible Areas include the Western Alameda County (including West Oakland) areas west of Interstate 580; Berkeley west of Martin Luther King Road; and the Richmond area west of Interstate 80. An interactive version of this map can be found on the program website at www.baaqmd.gov/WestOaklandZEV under the Resources section. For more information about the boundaries of these areas, please visit www.baaqmd.gov/CARE.



Project Sponsors who are selected for award must obtain and maintain the required insurance coverage for the duration of their Project's Term. The typical funding agreement requires that each Project Sponsor provide documentation showing that the Project Sponsor meets the following requirements for each of its projects.

- A. Liability Insurance with a limit of not less than \$1,000,000 per occurrence, of the type usual and customary to the business of the Project Sponsor, and to the operation of any portion of the Project.
- B. Property Insurance in an amount of not less than the insurable value of Project equipment funded under the Agreement, and covering all risks of loss, damage or destruction of such equipment.
- C. Vehicle Insurance, in accordance to State of CA.

The Air District reserves the right to specify different types or levels of insurance in the funding agreement. The Air District may, at its sole discretion, waive or alter this requirement or accept self-insurance in lieu of any required policy of insurance.